A TREATY FOR THE MESILLA VAL-LEY CONCLUDED.

NEW ORLEANS, Thursday, Jan. 12, 1854. The steamship Texas has arrived at this port from Vera Cres. bringing dates from the City of Mexico to the 5th

Mr. Gadsden, our Minister to Mexico, came passenger in the Texas, having concluded an important treaty with

the Mexican Government The treaty agrees to give 39,000,000 acres of Mesilla Val ley for \$20,000,000, of which \$5,000,000 are to be reserved for paying claims, including the Garay grant, &c.

General Lombardini is dead, and Gen. Almonte has suc ceeded him in command of the army. It is understood that Mr. Sloo pays the Tehuantepe

Company \$2,000,000 for the relinquishment of all their

The Trait & Union notices the Gadeden treaty favorably. and says it is received with joy by the public.

Gen. Akosta, the Minister of War, had resigned on ac-

count of ill health. The details confirming the destruction of the Walker

expedition to Sonora are received, but nothing later except the reported capture of the Caroline.

Among the passengers are Col. Ramsey, Messrs. Hargons, (two,) and Senor Atoche.

NEW OBLEANS, Saturday, Jan 14, 1853. Gen. Gadsden left here last evening for Washington. The five millions reserved from the Mesilia Valley payment goes to pall all claims, including the Garay grant, Indian spoliations, and private claims.

Leonard Mathews, an old and highly respected citizen, died suddenly to-day, of apoplexy. Judah Fours, the emi-nent merchant, is lying at the point of death. The Crescent City has sailed for New York.

LATER FROM HAVANA.

CHARLESTON, Wednesday, Jan. 11, 1854.

The steamship Isabel arrived at this port yesterday from Havana, with dates of the 8th January. Her news is very meagre. The new Governor General, Texuela, had refused to deliver over to the American Consul the American seamen imprisoned at Havana.

The Governor General has published an order freeing all emancipated negroes.

Archbishop Hughes had arrived. Dates from Key West are to the 8th. The bark Edward, from New York had put in leaky. Ship Hudson, from New-York, bound to New-Orleans, was reported to be ashore at Orange Keys. Her captain did not consider the vessel in danger. The schr. Ventrosa has also arrived here from Nassau,

with dates to the 4th. No news of interest.

The ship West Wind from New York, passed Key West. There had been 28 vessels wrecked on the coast during

The brig Gov. Brown, from New York, was safe at Key

ARREST OF THE U. S. MARSHAL AT ERIE. Enre, Friday, Jan. 13, 1854.

A telegraph dispatch directed to the Mayor of this city from the Hon. James Thompson, now in Harrisburg, and who is counsel for the people in Erie, was reserved at this place to-day, ordering suit to be brought against the United States Marshal and his aids, in the name of each prisoner who had been arrested, for false imprisonment. The Marshal and aids were arrested by the Sheriff, and on refusing to give bail, were committed in default to the County Jail.

The parties, however, were afterward released from jui on procuring bail in the amount of \$5,000 in the suit of each plaintiff. Their securities are Prescott Metcalf, of Erie, and Mr. A. Stone, of Cleveland. Mr Metcalf was a Director in the Eric and Northeast

Road, but says he hus resigned in consequence of the noncompliance of the other Directors in the proposition agreed to between himself and the citizens. Mr. Stone is a Director in the Erie and Cleveland Road.

A meeting was held in the Court-House, at which the speakers advised the people to preserve the peace. This action on the part of the Pennsylvania authorities is

received here with the greatest enthuisiasm. The Marshal has received a copy of all the proceedings in the case, and will doubtless send them to Pittsburgh.

CINCINNATI, Saturday, Jan. 14, 1854.

The trial of the policemen in the Bedini affair is progressing, and the testimony so far is decidedly against them. THE BEDINI RIOTS AT CINCINNATI, &

The river is rising, but navigation is still obstructed by

NEW JERSEY LEGISLATURE—ELIGIBILITY OF THE GOVERNOR ELECT DISCUSSED.

THE GOVERNOR ELECT DISCUSSED.

TRENTON, Friday, Jan. 13, 1854.

The petition of Joel Haywood, cortesting the eligibility of Redman M. Price to the office of Governor of the State, who called up in the Senate to day.

Resolutions were introduced by Mr. Congar providing for the meeting of the two Houses to proceed to try the same. Mr. Sitgreaves, of Warren, spoke against the resolutions, and argued that the act referred only to a contested case, where the election and return were illegal, and did not give the power of trying the eligibility of the candidate; that it was a matter which could only be determined by the Supreme Court.

termined by the Supreme Court.

Mr. Congar of Essex, replied at considerable length, and while he was perfectly willing that the case should go to the Court, yet he thought it was perfectly competent for the Legislature to try the same.

Mr. Hoesey replied—when the resolutions were on motion referred to the Judiciary Committee.

The Committee are to meet at 10 o'clock on Monday morning to hear coursel.

MURDER AND SUICIDE.

New-Boston, N. H., Saturday, Jan. 14, 1854.

Henry N. Sargent, of this place, aged 23 years, yesterday murdered Miss S. Jones, aged 17, by shooting her foar times with a revolver. He then shot himself, and expired about six hours after. It was a love affair. Both parties were rescatably connected. were respectably connected.

MARINE AFFAIRS.

AT THIS PORT

Almost every vessel now arriving in our harbor reports heavy storms and disasters therefrom. Besides the appul ling catastrophe to the San Francisco, we have from all quarters notices of lesser disasters.

The ship Metropolis, which left here 3d inst. for Havre was spoken on Saturday morning, 40 miles W. S. W. of Sandy Hook, with all her rigging gone but the stump of her bremast. A pilot came up for assistance.

The schooner Reladeer, of South Amboy, bound from Attakapas to this City, was lost in lat. 35, Ion. 69, on the 28th ult. Crew taken into Wilmington

The packet ship America, arrived from Liverpool yester day, had very bad weather. On the 27th a wave broke over the deck, washing away James Quenet, seaman of Dundee, and damaged the ship so badly that she had to lay to and repair. On the 4th inst. she was again washed. She had been four days getting in from Fire Island.

The schooner Flying Eagle, of Thomaston, Capt. Post. the falling in of which in distress was announced a day or two back, was finally abandoned on the 8th inst. by her captain and crew, who arrived here on Friday in the brig S. G. Bass. The Flying Eagle had been thirty days on her passage from Havana for Portland. When fallen in with all on board were down with fever, and had been seven days without food, water or fire. The vessel's galley, boals, sails, &c., had been swept away, and in consequence of the crew's sickness the decks could not be cleared of the wreck. When abandoned she had four feet water in her hold.

The packet-ship Continent arrived on Saturday from Liverpool, lost 54 of her steerage passengers by cholera. The Continent had a boisterous passage of 42 days.

The Toledo, from Laguns, on the 8th inst, shipped a heavy sea, and lost part of her deckload of mahogany.

The British screw steamship Alps sailed on Saturday for Liverpool, with a large cargo and \$292,723 in specie on freight. She carried no passengers. The ship Great Republic proves, upon examination, to be

in not so bad a condition as was at first supposed. The hull is entirely good, and all her timbers as sound as when first set in their places. The burning is confined to the Eght wood work amidships and on the after deck.

LATER FROM THE KILDY. The steam tug Leviathau, Capt. Hazzard, returned last

evening from a croise to sea in seach of the bark Kilby.

The Leviathan left New York at 4 A. M. of the 15th. At 9 A. M., slaty miles S.E. of Sandy Hook, spoke the schooner Thomas Ellis, from Cape Hayti, bound to New York; reported being within fifteen miles of the Hook on the evening of the 13th, and was blown off by the late gale. At 11 A. M, seventy-five miles E S E. of the Highlands, spoke the bark St. Andrew, from Mobile for New York; all well an ! from the Highlands, spoke brig R. H. Moulton, from Richmond, Va., for Boston; & P. M., Fire Island N. by E. fifteen miles, speke brig Marinam, from Ornicco for New York; 4 P. M., fifty miles E. by S. of the Highlands, the Leviathan spoke the bark Kilby, in tow of the steamer City of New-York, bound from Philadelphia for Boston. Capt. Hazzard offered to take off the remaining passengers and bring them to New York; but the Captain declined and said he would take them to Boston. At 6 P. M., twenty miles east of the Highlands, spoke bark Overman, from Rio Grande for New-York, has had a pilot on board for three days. The Leviathan arrived back to the city at 8 o'clock on Sunday

The pilot boat Washington, No. 4, was to have sailed last night at 12 o'clock, with sails and provisions, in search of the bark Kilby, but as the latter had been spoken in tow of a steamer, the expedition was probably abandoned.

[By Telegraph]
SANDT HOOK, Saturday, Jan. 14, 1854.
The schooner Joseph James, of Bangor, came into the Hook about 81 o'clock this morning. She is about 12 rods

from the beach, and it is impossible to get a word on board. She has no prospect of getting off this tide.

The other schooners in the bay appear to hold better, and

will doubtless ride out the gale. The Joseph James has two anchors out, but they do no good. MORE PARTICULARS OF THE LOSS OF THE STAFFORDSHIRE.

BOSTON, Saturday, Jan. 14, 1854.

The Halifox Chronicle gives a few brief details of the loss of the ill-fated Staffordshire. Mr. Alden, the chief mate, and the steward, had reached Halifax. They were badly frost-bitten. In the gale a day previous to the wrecking, the Staffordshire lost fortopmast, foreyard, and sprang bow-sprit. Captain Richardson had dislocated his ancie, but

on deck giving orders when the ship struck. In ten minutes after striking the ship wevi down. When the hoats left the ship the water was even with the upper deck. Captain Richardson, when urged to save himself, refused to leave the ship, saying that if it was the will of heaven that she should sink, he would not desert his passengers. One hundred and seventy five persons went down in the ship. The survivors rowed seventeen miles to land.

UNENGWE VESSEL RUN DOWN. BALTIMORE, Saturday, Jan. 14, 1854. The steamer Georgia, from Baltimore, on Thursday night. in the Bay, ran into and sunk a brig from Newfoundland, bound to this port-name not known. The crew were

VHECK OF A MISSISSIPPI STEAMER-FIFTEEN LIVES LOST. CINCINNATI, Saturday, Jan. 14, 1854.

Memphis papers report that the steamer General Bem, bound from this city to Arkansas River, struck a snag in the Missimipi River at Grand Cut Off, and was torn to atoms in five minutes. She sunk to her hurricane deck, when her whole cabin floated off, leaving the hull with fifteen deck passengers below the surface of the water, all of whom per ished. The cabin passengers and crew were fortunately rescued by the steamer Saranac.

THE COMMON SCHOOLS OF NEW-YORK. SECRETARY OF STATE'S REPORT.

We have received in advance of its publication the report of the Secretary on the Common Schools to the Legislature of this State, and not having the room to publish the whole, make the following ample summary of its important and interesting contents:

The total number of districts reported by the town su The total number of districts reported by the town superintendents was 11,684, an increase over the enumeration of the preceding year of 97, but an actual increase of 144, as 47 more districts were reported in 1831 than then existed. \$2,788 of the above total number were "whole "districts"—consisting of territory lying in the same town the remaining 2,896 were "joint districts"—made up of parts of two or mere towns. The law requires the number of these parts to be reported, but the abstract, as was the case last year, is evidently deticient in this particular. The reports required by law were made from 8,655 whole, and 5,717 parts of districts, leaving the statistics of 133 of the former and ostensibly 275 of the latter, unrepresented in the general tuble of returns. Fourteen "separate neighborhoods"—parts of districts attached to districts in another State, and the school houses of which are in another State, and the school houses of which are in another State, were reported. But, as latter, unrepresented in the general table of returns. Fourteen "separate neighborhoods"—parts of districts at tached to districts in another State—were reported. But, as was the case the preceding year, the number of children in them is not given, and honce the existing provisions of the law in their behalf cannot be fully carried out. The schools were kept open for an average period of a fraction over seven months and twenty three days; they were taught by liceused teachers for the average period of saven months and eighteen days. This is four days more than the average of 1851, and one more than that of 1859. The number of children between the ages of four and twenty one years, returned in the district censuses, taken on the 31st day of December (1852), as residing within the organized districts of the State, was 1,120,532. The number reported as attending school throughout the year was, 3,255; for ten months and less than twelve, 18,495; eight manths and less than ten, 53,349; six months and less than eight, 119,869; four months and less than six, 166,438; two months and less than four, 179,407; less than two months, 27,795—making a total of 623,368;, and leaving those between the above ages, who did not attend school, 522,364.

This exhibits a great falling off from the average period of attendance in 1851, but the unreliable character of these returns is demonstrated by the fact that while 622,368 papils are reported as attending for the above stated periods, which should of course include the whole attendance, the "whole number of children taught" is reported in the same returns at 866,938, a discrepancy of over 244,000. The causes of these glaring inaccuracies will be adverted to hereafter. It is not improbable, however, that the average attendance has been actually less than during 1851.

The number of inspections of schools by town superintendents was 19,956, considerably less than during 1851.

The number of inspections of schools by town superintendents was 19,956, considerably less than during 1851

ceding year. The number of unincorporated select and private schools was 1,517; the average number of pulls attending them, 36,844—an increase in both items from the preceding year. The number of schools for colored children was 28; the number of pupils taught in them, 1,680. There are undeubtedly omissions in these returns, as they exhibit a failing off from the preceding years, which is not otherwise explainable.

The following are the estimates and accounts of expenditures of the school money. Teachers' wages—The amount of money stated in the reports of Trustees as having been received in 1832, was \$1,273,426 49; collected by district taxes, \$256,484 41; by rate bills, under the act of 1851, \$208,841 30; received from local funds, \$23,843 41; paid for teachers' wages in colored schools beside the public money, \$1,853 21; collected by district taxes to pay the tuition of indigent children exempted from the payment of rate bills, \$24,052 40; collected by district taxes to supply deficiencies in rate bills, \$13,338 90; making a total expenditure for teachers' wages, \$1,931,870 18.

The amount of public money expended for district libraries during the year was \$49,499 35. Collected by district taxes for other purposes—For purchase of school houses; \$3,577 15; building school houses, \$203,118 33; hiring school houses, \$3,756 82; repairing school houses; \$68,141 17; insaring school-houses, \$6,768 82; purchasing fuel, \$29,258 35; book cases, books and apparatus, \$8,976 73; other purposes, \$71,449 56; making \$615,878 95. Add teachers' wages, \$1,331,70 18; library money, \$49,499 39. Total amount expended for school purposes during the year being \$9,469,348 32.

The whole amount of public money received and disbursed was as follows: received by town superintendents from all sources during the year, \$1,623,376 50; appropriated for teachers' wages, \$1,331,745; and loaving unappropriated for libraries, \$43,329 87; making \$61,312,745; and loaving unappropriated for libraries, \$43,329 87; making \$61,312,745; and loaving un

"ted," is measurably accounted for by the non-payment of the school moneys due from New-York and Reassolaer Counties, in time to be received and apportioned by the town superintendents in the several Counties to which balances were due, prior to the 1st of July, when the reports of these officers were made up.

The State tax of \$800,000 was apportioned among the several counties and certified to the county clerks, on the 27th day of June last, in the manner provided by law. By the appropriation bill of the last session, \$135,000 from the income of the Common School Fund, and \$165,000 from the income of the United States Deposit Fund were set apart for the support of common schools during the current year. This exceeds, by \$5,000, the appropriation for the same purpose in 1853. The school moneys have been increased by other causes. To refleve certain unreported joint districts in the County of Saratoga, alluded to in the Superintendent's last amount report, the Legislature, on the 16th day of April, 1852, appropriated \$2,293 20 to be paid to the Treasurer of that county.

The following exhibits the amount of school maneys for 1854, apportioned and unapportioned Apportioned from income of U. S. Deposit Fand, \$135,000; apportioned from avails of School Tax, \$800,000; apportioned from avails of School Tax, \$800,000; apportioned from avails of School Tax, \$800,000; apportioned from school and assume due from Scholarie County of \$444 31; giving a total of \$1,101,844 74. and leaving an unapportioned balance in hands of Superintendent of \$65 55, and a sum due from Scholarie County of \$444 31; giving a total of \$1,101,844 74.

dent of \$39 55, and a sum due from Schoharie County of \$544 31; giving a total of \$1,101,844 70.

The Sceretary presents planafor the improvement and management of the Common School Fund, and for the better organization of the Common Schools. The increase and dumination of the Common Schools. State fiscal year ending on the 30th of September, 1833, and the revenues of the fund for the same year, are exhiFURTHER OF THE SAN FRANCISCO. THE KILBY'S PASSENGS. RS ARRIVED.

bited in the tables (marked Dand E.) herewith transmitted. The capital of the Common School Fund proper, (exclusive of the U. S. Deposit Fund, and the Literature Fund. The capital of the Common School Fund proper, (exclusive of the U.S. Deposit Fund, and the Literature Fund, devoted to the support of academies, was, at the above specified period, 62.283,287.29; being an increase from the preceding year, of 62.83,287.21; being an increase from the preceding year, of 62.83,287.21. The balance of the School Fund revenue in the treasury on the Joth of September, 1852, was \$134,684.74. The amount received into the treasury during the last fiscal year was, including the appropriation from the income of the U.S. Deposit Fund, \$311,303.76. The amount paid out of the treasury during the appropriation from the income of the U.S. Deposit Fund, \$311,303.76. The amount paid out of the treasury during the revenues of the Common School Fund on hand on the 36th of September, 1832, of \$305,877.99. It may be safely estimated from the investments of the capital of the fund, as shown in the tables above referred to that its reverties for the current fixed year will reach the sum of \$145,660. The appropriation from this source for the support of schools may, therefore, under the provisions of section 2 of title 4 of chapters of the first part of the Revised Statustes, he safely increased \$10,000 over that of the preceding year, which would make it \$145,000. The Secretary thinks that the time has arrived when sound conservatism on the school question lies in action. Existing defects, as will presently be shown, are deep scated, and are exerting widely pernicious influences. A three years bull in school legislation has afforded a reasonable opportunity for examination. The final decision by the court of last resort that the free school law of 1849 is unconstitutional, has, to a great extent, ended the heart burnings which its encoment engendered. No accumulation of great and doubtful questions of State policy, it would now appear, will press upon the Legislature to engrees its time and attention. A Superintendent comes into office, to act as the official sider and adviser of the Legislature, who is

once, to act as the official ander and saviser of the Legis-hture, who is not called upon to express opinions on an imperfectly tried past, or on freshly broached theories of the future; nor will his action be necessarily cramped by the ultraism and the jealousies of excited school factions. On all of these accounts the period would seem to be pro-

pitious for action.

A mill tax on the property of the State was recomed last year as the proper ultimate substitute for the sent one. It was recommended by a previous Superdent, and it seems to be the rate of State taxation.

dent, and it seems to be the rate of State invation for school purposes, generally fixed upon by the investigating friends of popular education, as the one best calculated to do justice to all interests. The wealth of the State has virtually acquiesced in its propriety by assenting to the present tax, which, when it was imposed, exceeded a mill on the dollar of the assessed value of the property of the State. Its adoption would probably be ascepted by all parties as a final disposition of the subject.

The distribution of the public school moneys in a manner to confer an equal share of their benefits on localities and individuals, has been found attended with great difficulty. Prior to 1849, the proceeds of the School Fund and an equal sum raised by the towns, were ultimately divided smiong the towns on the basis of the pupils returned as residing in them. This plan of distribution operated greatly to the advantage of populous and wealthy districts, over residing in them. This plan of distribution operated greatly to the advantage of populous and wealthy districts, over those differently situated in these particulars. The expense of a small or a large school of the same grade does not greatly vary.

not greatly vary.

In the densely populated districts of cities and villages, In the densely populated districts of cities and villages, the schools received more than was sufficient for their support from the avails of the School Fund and from country and town taxes, while in the thinly inhabited country districts, it was necessary to resort to additional and enerous district taxes, which had now taken the place of rate bills, to make up deficiencies. It sometimes hap-pened that this additional district tax reached several mills on the dollar; thus making a practical difference of mills on the dollar; thus making a practical difference of two or three hundred per annum in the tax of adjacent and not unfrequently adjoining property, to attain an object from which the benefits derived were equal, and the daty of contributing to the attainment of which was conse-

of contributing to the attainment of which was consequently equal.

Results so flagrantly unjust, could not long be tolerated. The rural regions crushed by the operation of the law, through their representatives, repealed it.

The act of 1851 distributes two thirds of all the public money, on the previously established basis. But to guard against the local inequalities before produced, it provides that one third of the public money (excepting library money shall be divised by districts, in other words, that every district in the State, wholly irrespective of the number of its pupils, shall receive an equal share from it. This has effectually relieved the country districts. It is streamously urged in many quarters that it has done more than this—that it has turned the scale in the opposite direction, and made the burden of supporting schools lighter both to property and persons, in the country, than in the cities and villages.

It is recommended that provision be made by law for

and villages.

It is recommended that provision be made by law for the election, in the same way that the Secretary of State is now elected, of a Superintendent of Common Schools; that he hold his office for two years; that he have power to appoint a departy and necessary clerks; that he possess all the powers and discharge all the duties and trusts now possessed and discharged by the Secretary of State in his official character of Superintendent of Common Schools. possessed and discharges by the Secretary of State in modicial character of Superintendent of Common Schools; and that he be clothed with additional power to visit and examine the educational operations of all incorporated institutions of learning throughout the State, and make such report thereon to the Legislature as he shall deem

The Secretary thinks it may be well for the Legislature to take into consideration the propriety of expressing, through statutes, the will of the people of the State in regard to making religious exercises a compulsory part of

The Secretary renews there commendation made by him last year, that the fixed condition on which public moneys shall be hereafter received by academies and colleges, shall be hereafter received by academies and colleges, shall be that they devote the moneys thus received in gratuitously educating such pupils as the State, through the officers appointed for that purpose, shall designate; he again recommends that the school districts of the State be divided into as many academy districts as there are now, or may hereafter be academies; that each academy be required to annually receive from the commen schools in its district, and gratuitously educate a pupil for every \$\mathbb{S}\$— received from the State; that colleges be required to receive pupils from such free departments in a prescribed number of academies, on the same footing. The pupils from the district schools should, probably, be selected by town superintendents; the basis of selection being a certain grade of educational qualification, ability as manifested by a rapid progress in learning, and general merit. The Secretary renews there commendation made by him

quantication, annity as manifested by a rapid progress in learning, and general merit.

The entire foasibility of carrying the above plan into successful practice, fortunately does not rest on conjecture. The New York Free Academy receives its pupils, solely on the basis above recommended, from the common schools of the Gity, and it educates them gratuitously. Its doors are as open to the poor as to the rich. It has been in operation several years, and no difficulties are found in carrying out the arrangements made necessary by its peculiarity of organization.

· GEORGIA POLITICS.

Correspondence of The N Y. Tribune.
MILLEDGEVILLE, Gr., Monday, Jan. 9, 1854.

The Legislature, after a recess of nearly three weeks, assembles again to-day in this place. Nearly all the members have reached the Capital, and, to judge from their conversation, are determined to go to work in earnest in maturing such measures as will be promo-tive of the great interest of the State. Previous to the recess they had done little else but legislate for localities and individual interest.

As usual, there is a good deal of speculation as to the

probabilities of an election of a United States Senator, but this is held subservient to changes which may take place in the Cabinet at Washington.

The measures which will occupy a large share of the

attention of the Legislature are:

First: The subject of Taxation. Among a portion of the Cherokee members there is a strong feeling of opposition to the present ad valorem system, and a bill has been introduced to region the second has been introduced to revive the specific system. But I feel confident that the repeal will not be sus-

ned. Second: The leasing of the Western and Atlastic Railroad, is loudly called for by a large portion of the people of Georgia, who are convinced of the impossibility of that enterprise producing any revenue under State management. It has already cost over \$5,000,000 out of the State Treasury, and has brought not a

Third: The meeting of the Legislature annually is demanded, instead of the present biennial system. The public business is neglected by the long interval be-tween our Legislatures. I think this bill will pass, with a limitation to the Session.

Fourth: The Institutions for the Deaf and Dumb,

the Blind and the Insane, are calling for aid to com-plete them, in such a manner, as to carry out the original contemplated plans, and there is no doubt a very strong feeling of liberality towards them among the members of the present Legislature. Fifth: Internal improvements are canvassed, but no

definite plan has been arranged for carrying them out. One Railroad Company, the South Western, ask the loan of Bonds of the State to the amount of \$500,000; seme general system in which four or probable reads will be designated, will ultimately be adop Elections of the officers of the State, and the Solicitor-Generals, as also of Judges of the Supreme Beach will most likely be given to the people. The Legisla-ture will be in Session about forty days, during which

Governor Seward arrived at his residence in Auburn on Friday evening last, on a visit to Mrs. Seward, whose health has been impaired for the past year. She has been more unwell during the winter than usual, but we are happy in being able to say that while her condition is one that causes solicitude, strong hopes are nevertheless entertained that her health will be restored.

time you will occasionally hear from a SPECTATOR.

PROBLETTION IN MARYLAND.—One of the earliest movements in the Maryland Legislature is one for a Prohibitory Liquer Law. A committee has the matter in hand. It is headed by S Morris Cochran, a legal member from Baltimore, to whom the business may safely be treated, as a gentheman of rare ability and shrewdness

NAMES OF LOST AND SAVED.

ENGINEER'S STATEMENT.

STATEMENT OF THE STEWARDESS. Narratives of W. E. McDougal and Thos. Buraside.

CORONER'S INQUEST.

SAFETY OF THE BARK KILBY.

As everything in reference to this great disaster is of absorbing interest, we give up a large portion of our paper to the details.

INCIDENTS.

THE KILBY'S PASSENGERS ARRIVED.

About 11 o'clock Saturday morning, the packet ship Lucy Thompson, from Liverpool for this port, was reported below making her way against a wind which was dead against

The pilot boat Mary Taylor boarded her, and furnished a pilot, when the Captain of the Lucy Thompson stated to the remaining pilots on board the Mary Taylor the name of the ship, and that she had now on board a party of United States troops, which had been taken from off a ship, which ship had received them from a steamer in distress. Subsequently we learned that Captain Pendleton, of the

Lucy Thompson, had also requested the pilots to report in the City the necessity of sending assistance to the steamer San Francisco, as the people now on board his ship left nearly three hundred more suffering persons in her when they were rescued. This made it pretty certain that the perty on the Lucy Thompson was made up of the passengers from the Kilby, and not of those from the Antarctic, as at first supposed.

In the early part of the afternoon the following telegraphic distatches reached the office of Messrs. Howland & Aspinwall:

About 22 P. M. There have been tugs near her during the day, but they could not communicate. No tug near her now.

The weather is moderating. There is a tug—has got a ark in tow—going in the Hook.

About 4 o'clock in the afternoon Messrs. Howland & Aspinwall dispatched the powerful steaming Titan to the Lucy Thompson, in order to get her up before night if at The Titan was furnished by the firm with a all possible. large supply of warm clothing, both for males and females, a quanty of blankets and plenty of fresh provisions. In addition, her master was authorized to extend an invitation to all the sufferers to proceed at once to the private houses of each or any of the members of the firm of Howland & Aspinwall, and to consider themselves as at home there so ong as their unhappy circumstances required.

The Lucy Thompson is a fine, new ship, scarcely two years built, and had only about 200 passengers on board, although she can easily accommodate more than 400. Owing to the plenty of space vacant, all the rescued sufferers were comfortable in her until the supplies of Messra Howland & Aspinwall reached them.

About 6 o'clock on Friday evening the pilot boat Phantem, (No. 17.) of New-York, boarded the bark Kilby, of Boston, off Fire Island. Mr. Richard Decker, pilot, took charge of her. The Kilby reported that she was then 68 days from New Orleans, and had over 100 United States troops on board, which she had taken from the steamer San Francisco. The Kilby was leaky, crippled from the storm, and rather short of provisions at the time.

The above facts were reported at the office of the Commissary General about 7 o'clock Saturday evening, and im' mediate measures were taken to dispatch a steamer in When the pilot, Mr. Decker, went on board there was a

heavy, equally west wind blowing, which freshened into a severe gale during the night, so that it is very difficult to say what position the ship may be in now, but it is most probable that some of the steamers will fall in with her. About 10 o'clock Saturday night the Titan returned to the

ty. She had boarded the Lucy Thompson, and brought to town about one hundred officers, soldiers and passengers ' who had been taken from the Kilby, leaving only four passengers and thirteen soldiers on board that vessel, the latter having volunteered to remain to assist in working the bark to pert. The Lucy Thompson supplied ber with sails and provisions. It is supposed that she has again been driven into the Gulf Stream, but we are in hopes that she has been enabled to hold on till the weather moderated. If so we may expect her here some time to day or to night

The following interesting statements give additional in-

STATEMENT OF A PASSENGER SAVED IN THE

BARK KILBY.
To the Editor of The N. Y. Tribune.
The steamship San Francisco, one of the Pacific Mail teamship Company's steamers, which left New-York on the 22d of December, with the Third Regiment of U.S. Artillery, and several passengers, on board, en route to San Francisco via the Straits of Magellan, was wrecked on Saturday morning, Dec. 24, in a violent northwester, in the The particulars of the disaster are simply these: The

steamer had been nobly contending with the elements during the twelve hours previous to the wreck, but the machinery became unmanageable, and the vessel, which was rolling in the taough of the sea, was struck by an immense wave, entirely sweeping her stern, and carrying the hurri-cane deck, with about one hundred souls, overboard. I myself was one of the many who immediately gained the upper deck, supposing that the vessel was fast foundering : and under this supposition we clung together, some with life-preservers, others with chairs, ready to precipitate our selves at a moment's warning, into the angry billows which raged around us.

As we steed there upon the deck, in one of the highest seas I have ever witnessed, and the wind howling around us to agitate the waters, the sun arose suddenly in all his glory, throwing its rays of brightness and of hope athwart the vast space around us, and saw itself reflected in each wave which rose feaming and brilliant into sight. I well recollect the first object which struck me when I reached the upper deck-there amid the ruins of his ship, stood the noble first officer of the ship, Mr. Mellus, his arm uplifted with an ax, attempting to cut away the mainmast There, too, was the noble commander. Commodore Wat kins, back and forth, to and fro: he seemed to sourt death in its most fearful aspects—wherever danger menaced his vorsel his voice was heard and his arm assisted. It was soon reported that the hull of the steamer was still sound, and a general tush was made for the lower cabin, where the ladies had been placed, and there, upon the door we gathered together our little flock, and united with Mr. Cooper, a clergyman on board, in fervant prayer to Almighty God for our preservation. As we hald here, it seemed, during the long, long days of suspense, more like some horrid dream than like reality. Each hour some new name was spoken of as having gone—and still the passengers kept up their spirits to the last; but there was one there—one of those noblemen with which nature loves to adorn herself—who went far to cheer, to comfort, and to assist those of us who were weak and down-hearted—I speak of Lieut. F. K. Murray, of the United States Navy, whose name will remain dear to every soul on board, until they themselves have passed away and are numbered with the things that were. kins, back and forth, to and fro ; he seemed to sourt death

they itemselves have passed away and are numbered with
the things that were.
Several of the officers of the artillery displayed great
courage and energy in their efforts to have the steamer
pumped. Of these I feel myself in duty bound to allude
particularly. They were, Lieut, Charles S. Winder, Lieut,
James Van Voast and Lieut, Charles S. Winder, Lieut,
James Van Voast and Lieut, Charles S. Winder, Lieut,
Too nuch praise cannot be awarded to those young officers, who worked night and day to preserve the lives of
those on board. The greatest confusion prevailed in every
depertment of the vessel.

Several days of suspense were thus passed, during
which we drifted in sight of sails which we could not signalize.

The loss on board of the steamer, as nearly as could be estimated, exceeded two hundred and fully, including Lieut. Col. Washington, Major Taylor and wife, Capt. Field, Lieut. Smith, Mr. Tenney, Miss Belton, Mr. Gates, and D. C. Shockwell.
On Wednesday morning, the 98th of December, the bark Kilby, of Boston, came in sight and the Commodore bark Kilby, of Boston, came in sight and the Commodore succeeded in boarding her and in effecting a chartor in be-half of the Government to take off as many of the souls

half of the Government to take off as many of the souls on board the steamer as possible.

Toward evening the sea became quiet, and the disembarkation commenced. Two boats were kept going back and forth from the steamer to the bark, until dark, and then discontinued to await the marning, in consequence of the heavy sea which was running, before they should continue. The following are the names of those who came on board the killby that sight:

Liest. Murray, U. S. N.; Cel. Gates, wife and funily; Maj. Marchant and family, disabled. Capt. Judd and wife;

Lient Col. Burke, severely wounded; Dr. Satterlee, disabled; Dr. Wirtz; Lient Lossor, wife, and Mar Eason, Lieut Fremont and family; Capt. Gardiner; Lieut Van Vert, First Dragnoun, disabled; Mr. Falcon, Markans Besse, Mr. and Mrs. Abrio, G. W. Aspinwall, J. L. Graham, Jr. Rev. Mr. Cooper, wife and family; Mrs. Major Wyte and child; Mr. Southworth, and about one hundred coddiers.

oldiers.

After the boats had been handed in on that evening, a

After the boats had been handed in on that evening, a violent cale from the northwest sprang, ap and lasted dering the night, so that when darlight came we had lost eight of the steamer; and although we cruited around two day, in search, we could see nothing of her.

The Kilby, on which I also embarked, was short of provisions, and we were obliged to break into her ewego, and get at some corn, which was all we had to keep as alive for two weeks. Gorsupply of water was also very small, and had it not been for constant run we must have died of thirst. One hundred cales of cotton were proken out of her hold to make room for us to sleep in, and there we passed two of the longest weeks of our lives. The captain of the Kilby Mr. Low is entitled to much credit for the manner in which he managed his vessel, and the adtention he paid to the passengers. He had, however, many eletacles to contend against. His sais were all old and incomplete, and he was crippled in every way, as that many of as had given up all hope of ever reaching the shore, when on Friday florring, Jan. 13, we fell in with the packet ship Lacy Thompson, C. B. Pendietse, master, from Liverpool, which took to all on heard with the exception of about ten soldiers, who volunteered to stay by the captain of the Kilby, and four passengers, who were:

Mr. Falcon, Brazilian Consul.

Mr. Falcon, Brazilian Consul. Madame Besse. Me and Mrs Abrio.

Mr and Mrs Abrio.

On the same afternoon that we changed ships we procured a pilot, and anchored inside of the Light Ship. Thus
ends the sufferings of over one hundred of those who sailed
in the San Francisco. God preserve the rest!

STATEMENT OF FREDERICK H. SOUTHWORTH, BARK KILDY, Jan. 8, 1854.
Three hundred miles out from New York.

forward a few of the most prominent items of the ap palling wreck of the magnificent Pacific mail steamship San Francisco

Being weak, from injuries and deprivation of the staff of life, I shall not be able to give you a very detailed account of this heart-rending disaster and the consequent suffering which carried away the lives of two hundred human bengs, (probably more.) hurrying them unprepared into a watery grave. On the morning of the 21st of December, 1853, this truly

splendid steamer anchored at the quarantine ground, and, after receiving on board over 600 sculs, mostly troops for California, the next day (the 20d, at 84 o'clock,) we proceeded to sea. The abole ship glided through the waters as if she had long known old ocean, and her engine and machinery, together with her new paddle-wheels, worked well, and called forth the admiration of all on board. Her motion was easy, and the gilt phonix upon her wiselhouse seemed to extend its golden head and wings to speak its joy for a new triumph in steam navigation. On the 23d joy for a new triumph in steam navigation. On the U.d. the weather was as pleasant as could be expected in the Gulf Stream at this season of the year, but as the golden sun set behind the dark clouds along the western sky indications were given of a coming gale. Soon the gradually rising winds increased to a periset hurricane, which tossed the steamer like a cork to and fro; and now the angry waves began to rol high, and threatening and darling over the guards, occasionally washed a man or some boxes or some live stock into the rearing ocean.

dashing over the guards, occasionally washed a man or some boxes or some live stock into the roaring ocean.

At about 12 o'clock the gale had broken the foremast, and the waves, as they washed our deck, broke away the guards, leaving no security outside of the salcon, on the upper deck, against being carried overboard. To add to our already perilous situation, the air nump rod broke at 4 o'clock on the morning of the 24th. The upper salcon aft the wheel house was surrounded by statoroms occupied by efficers and a few way passengers for Rio Janeiro and Valparaiso. Besides these occupants, threst salcons were crowded with soldiers, who were forced in here by the necessities of the occasion. It was perilous for any of them to remain on deck, and these was no other place for them, inasmach as the forward deck cabin and state rooms were filled with soldiers, accompanied by their wives and families. Col. Barke, the officer of the day, ordered the soldiers into the after cabin; and when all had crowded into it who could find standing room, they numbered at least 120. At about 8 o'clock a mighty swell, such as can only be formed by old ocean when lashed by such a tempest, struck our vessel amidships, completely submerging the wheelhouse, and washing them, with all their inmates, within an instant, at least half a mile distant, into the foaming sea. Myself and Mr. Rankin were among the number who were washed away, and the only two of this entire company who were successful in regaining the ghip. All the rest sunk into the jaws of doath, and were rocked into an eternal sleep by the roaring, swelling sea. As I can only describe the awful situation of these mortais by my own experience, I hope I shall be excused for alluding to myself. I well remember I was lying in my state room on the after deck, with a traveling companion, Mr. James Stockwell, when there came a shock and sudden crash of breaking timber, and I felt myself rolling like a top in the water, with salt brine rushing into my mouth and almost blinding me. When assistance? board the Kilby volunteered to stay, in order to work the pumps and keep her affont; and also that Mrs. Major the side. muds, and sailed from there before the Lucy Thompson fell in with her. The K. was within 60 miles of Sandy Hook on Friday last, but was blown off by the north-west gale of about an acre of floating timber. Immediately by my side came up from the deep Mr. Stockwell, who caught hold of the same stick of timber to which I had clung for safety. The stick began to sink and I seized hold of another piece, and made the best of my way to the wrecked steamer. Two or three huge swells soon tossed me near the ship, and I grapped a rope forward of the wheel house, to which I clung for refuge, raising and failing with the pitching vessel. While in this situation I saw a man standing on the public of the last whose the same account. at anchorage outside the bar at 5 P. M. on Friday.

me was worse than death itself. When I rose to the sar-face of the water, I saw about forty straggling for life, and about one half of them had blood streaming from wounds about their heads. Being blinded by what I thought was the salt water, I put my hand to my forehead to wipe away the brine, when I was surprised to find I was bleed-ing myself from a wound on my brow. It is, therefore, conclusive that most of those washed away were at the same time wounded by the crashing timbers. Besides myself, Mr. Rankin was the only one saved of the number who were swent into the ocean. myself, Mr. Kankin was the only one saved of the number who were swept into the ocean.

Such was the force of the waves that they broke in a part of the deck, and killed and injured several, besides deliging the passengers in the lower cabins, and filling the saloons with water. Captain Gardiner slept on deck, and was not swept away with the others, but at one time found a man by his side, with a splinter thrust through his head, which must have killed him instantaneously.

While in this situation I saw a man standing on the pad-die of the wheel, who was plunged into the ocean at every rell of the steamer, and who probably perished. Losing my strength, I dropped from the rope to which I clause, and fortunately a friendly wave threw me against the guard of the vessel, which I seized hold of, and the next

plunge carrying me still higher on the guard. I was ena-bled at lest to crawl upon the forward deck, and there, with my hend, broke open a state room window, and crept into it half drowned. While in the water, the sight around

ne was worse than death itse

After I recovered myself, I look around me, and the only dry place in the steamer was in the after cabin, where the officers, with their wives and children were stowed away, lying rolled in blankets, as comfortable as circumstances would permit. But, oh! the scene of confusion no tongue can tell, no pen describe. The storm continued to rage, and we were at the mercy of the waves, without steam orsail. As wave after wave came dashing against us, shrick after shrick came from those who dreaded to look into the grave. Nearly all gave up all hopes of safety, and many were patiently waiting to be summoned before the Almighty Ruler of the storms. Stout hearts yielded and manly cheeks turned pale, and there were those who tried to pray who had never prayed before. It was a scene such as made the blood curdle around the heart, and all polsation cesse. The very thoughts of the hours and days of suffering now freeze my blood as it courses through my veries. It is worthy of remark that in the hour of our greatest peril, Commender Watkins. Capt. Mellus. Liout. F. R. Murray, and other gallant officers, constant, revived the sinking spirits of all on board by repeated assurances of safety. These heroic men constantly bid the desponding be of good cheer: and Heaven only knows how many hearts, fast growing cold, were kept warm with life's blood by these gallant men.

The Rev. Mr. Cooper, an Episcopal clergyman, readdaily After I recovered myself, I look around me, and the on-

be of good cheer; and Heaven only knows how many hearts, fast growing cold, were kept warm with life's blood by these gallent men.

The Rev. Mr. Cooper, an Episcopal clergyman, readdaily from the holy book of life appropriate passages, and offered up prayers for our deliverance. To us those prayers were answered. These who sank beneath the billows are now at peace with the world. The mighty ocean has taken them to its bosom, and their requiem was sung by the whistling winds of heaven.

During our days of distress the small engine was kept constantly at work pumping, and by its aid the ship was kept afloat. The San Francisco proved herself strongly built, because no versel, unless made of oak and iron well put together, could have swam an hour in such a gale. The balwarks and gaards were not so strong as they might have been, and perhaps to this we owe our lives. Had the guards and after cabin been of iron strength and not yielded to the wave, such was its force that it would have been left to tell the awful tale.

We were ressued from our dismal situation by the bark Kilby. This vessel was loaded with cotton and molasses, beand to Boston from New Orleans. About sixty bales of cotton were thrown overboard, to make room for us unfertunate beings. The scene of transferring the passengers into the Kilby from the wreck in such a sea, can more edsily be imagined than described. Husbands separated from their wives, children from their parents, friend from friend, with no assurance of ever meeting more. On it is was an awful state, and cold is the heart of him whose

nd, with no assurance of ever meeting more. Oh! it an awful state, and cold is the heart of him whose pulsation is not quickened or his eye dimmed with a tear, at its rehearsal. The Kilby was compelled to leave the wreck before all had been rescued, it being impossible to lay slorg side.

The names of those left on board the steamer were: Major F. O. Wyse, Linut M. A. Winder, C. S. Winder, Chardler, Renkin, and about 300 hundred others, soldiers Chandler, Benkin, and about 300 hundred others, soldiers and crew. [The above officers, with many of the passengers, arrived safely in New York in the Three Belles, as published in Tax Tanuess of Saturday.]

The names of those on board the Kilby are:
Col. Gates, wife and three children: Col. Burko, Capt. Judd, Lient Loeser and wife; Lient Fremont, wife and three children; Lient Van Vonst, Mes. Major Wyse, Sargeen Satterlee, Mr. Wietz, Assistant Surgeon; Capt. Gardirer, of the Dragoons. Lient. Murray of the U.S. Navy; Mrs. Chase and one child; Mr. G. W. Aspinwall, J. L.

Graham, Jr. of New York: Antonio Falco, late Prasilian Consul in New York: Mr. Alexander Resse, Mr. Lacrade and wife, F. H. Southworth, Rev. Mr. Cooper, wife and four children; Miss L. Eaton, Miss Lucy Moor and Mr.

Ship Luci Thouses, 50 Miles one sands Hous. I continue my long spielle, aiready propered, and must say that our sufferings have been train awful from the want of sustemance. We are still rocked by the raging storm, and although we have descried many said, yet mone storm, and although we have descried many sails, yet nons of them have snawcred our signal of distress. We are safely transferred to the ship Lucy Thompson, from Liverpool to New York, and will soon, under the hindness of Providence, be safely moored in barbor. Our best on beard the Kilby were cotion and cotton bales, and our delily allowance sea bleenit, a small piece of frieth hun, and a pint of enter, until at length we broke lote the corga, and corn was added to our proveder. Not having water enough to boil the corn, we have resorted to parching it, and this parel ed corn had been our food for seven days, when, to cur infinite joy, the Lucy Thompson Captain C. B. Pendicton, hove in sight, and took us on board. Three or four passengers and to not twelve soldiers nobily volunteered to remain with Captain Low, of the Kilby, to assist him in any conergency, and to help him keep his vessel there is the constitution of the constitution

Alexander Besse, and thirteen soldiers, who volunteered to satisfair. Low. F. H. Surrawoars.

THE LANDING OF THE KILBY'S PASSENGERS, Erc.

SERDAY MORNING, Jan. 15—12] o'clock. At half-past ten o'clock last Saturday night Col. Swords. Deputy Quartermaster, ordered that preparation should be made to charter a steamer to go in search of the Kiby, owing to the report of her condition brought to his office by

the men of pilot boat No. 17. (the Phantom) After a little time the steaming Leviathan was ordered to prepare for sea, and her master immediately went to by in onland provisions. In the meantime, Mr. Southworth and others, ladies and gentlemen, who were taken from the Lucy Thompson, arrived at the Barge-Office, Waitehall, and immediately proceeded to the different hotels in the

The majority of them were landed at the Astor House, and certainly arrived there in a most deplorable condition. The ladies were in a pitiable plight; they were cold, hungry, wet, and almost naked. In a few moments, however, they began to revive; kind faces smiled upon them, tender them. They were refreshed by baths, and supplied with warm garments by the ladies in the hotel, while Messrs. Coleman & Stetson presided over the movements of their servants, who seemed ready to anticipate the kind wishes of their employers.

Mr. Southworth having formerly boarded in the neighborhood of State st., near to the office of the Commissary General, did not come up.

He was waited upon by Mr. Hall, with other gentlemen of that office, and particularly questioned as to the state of the Kilby, the number of persons left on board of her, and the necessity of sending a steamer at that hour to her After hearing his statement it was judged that it was not

absolutely necessary to charter a boat to go to her, and the Leviathan was consequently discharged, with I have Gaynor and John Anderson, of the pilot boat Phantom, who were ready to proceed in her. Southworth stated that the soldiers remaining on

Wyse might have come off, but that she was so nervous from exhaustion she would not venture to trust horself down The Brazilian Consul remained on board the Kilby It is true that the Kilby was sixty eight days from New Orleans, owing to the fact of her having to put into Ber

STATEMENT OF THE MATE OF THE LUCY

THOMPSON. The Lucy Thompson fell in with the bark Kiiby, about miles to the castward of Fire Island at 6 A. M., on Pri day morning. The Kilby hailed us, lowered a boat, and sent on board the quartermaster and four others, and made arrangements for the transhipment of the passengers of the San Francisco. We lowered two life boats, and, together with the quarter boat of the Kilby, brought on board 90 persons. Four passengers and 14 soldiers remained on board the Kilby. The Kilby being out of provisions and short of sails, we supplied them with both. We then made sail, and at 12 o'clock we took a pilot on board, and arrived

The pilot boat Mary Taylor came alongside, and we sent a communication to the City stating the above facts. The steamboat Titan also came near and spoke us, but as a gale from the W N W was blowing at the time, she could not come slongside. The Titan came up to the City, and was immediately dispatched to us with provisions and clothing. by the owners of the San Francisco.

At 8 o'clock P. M. the same evening, the Titan returned with the officers and families. The troops remained on board until noon on Sunday, when they were taken off at Staten Island, by the quartermaster's steamboat and couveyed to Bedloo's bland.

When we took off the people from the Kilby they were suffering from want of food, clothing, and the necessaries of life, and appeared worn out with the mental and physical fatigue consequent to their distressing situation.

REGULAR REPORT OF THE LUCY THOMPSON. Packet ship Lucy Thompson, Pendleton, Liverpool Dec 16, with mose, and 200 passengers, to S. Thompson & Nephew. The L. T. anchored on the bar on the night of the 13th. 19th inst , 60 miles E. by S. of Sandy Hook, spoke bark Kilby, of Boston, from New Orleans bound to Boston, having on board passengers taken from the wrock of stemship San Francisco. The K. was in distress, being short of provisions and salls, having experienced heavy weather wherein she lost and split most of her sails, took from her 39 of the San Francisco's passengers and brought them to this port. Capt. P. reports that at the time of their being transfered there was a very heavy sea running from S. E., and it was with the greatest difficulty and ears that they were got on board of his ship. He says, also, it is an utter impossibility to describe the scene at the time of transfersing them, a heavy see running and the vessel surging, women and children hoisted on board by a rope fastened under their arms, and they in a weak state, would be deshed against the sides by the rolling of the vessel, and it was most fortunate that none were seriously injured. bark Kilby, of Boston, from New Orleans bound to Bos-

it was most fortunate that none were seriously injured.

NAMES OF THE SOLDIERS ON THE KILBY AND

Members of Companies A, D, G, H, I, K, and L, Saved.—
Sergeants—McIndire, Proudfoot, McKinly; Corporals—
Reed, Taylor; Musicians—Bloomenrich, Costelle, Ardideer
—Boylen: Privates—Adams, Bower, Buckley, Cavanagh,
Collins, Conneghan, Carrie, Dwyer, Giaed, Kelly ist,
Kelly 2d, Kelcher, Knowles, Lund, Marphy, McGill,
O Hara, Oliver, Redmayne, Reiners, Walch, Watson,
Whelan, Win-hlp, Molloy, Filtz, Thompson, Glesson, Sullivan, Shes, Doclin, Adams, Botton, Costello, Hartz, Miller,
Eldridge, Sleeper, Lilly, Wiseman; Passenger—Baker;
Seemen—Anderson, Keily,
All of these, excepting the passengers above named and
the thirteen soldiers who volunteered to remain with the
Kilby, arrived in the Lucy Thompson.

From The Sanlay Herald.

Our reporters were employed vesterday in collecting further particulars relative to the shipwreck of the ill fated steamship San Francisco. They first paid a visit to the ship Three Bells, lying off the Hattery, where they leacned that all the passengers taken off the San Francisco by that vestel had been transferred on board of a steamer, at 9 o'clock that morning, and were landed on Bedlies's Island, whither they were removed by order of their commanding officer. Accordingly, our reporters immediately hired a beat, and by strenuous exertions on the part of the boatmen—for the wind blew a gale all day—reached there, where they learned the following particulars from the sergents of the different companies arrived there from the Three Bells. The following is as full and correct a list of the lost and saved as can be obtained at present: CORRECT LIST OF THE NAMES OF THE U. S. TROOPS LOST AND SAVED.

CORRECT LIST OF THE NAMES OF THE U.S. TROOFS LOST AND SAVED.

COMPANY A.—Screed—Sergeants Clay, McIntyre, Jakel, Young: Corporals McNamara, Hoare, Reidt; Musician Sander: Arthicer Whitchead; Privates Aylahire, Bayer, Bennet; Bergen, Brown, Briggs, Bark, Cimlin, Coper, Cunningham, Dulkavitz, Enverson, Goebler, Hermann, B. Hughes, G. Hughes, Sullivan, Hyland, Mills, Wyatt, Molley, Carroll, Mack, King, Lecout, Rost, Hary, Saved, 36. Lest—Major Trylor, Lieut, Smith, Corporal Bennett; Privates Schenck, Knapp, Workman, Miller, Miles, Park, Wallave, Lost, 10.

Company B.—There is yet no correct list of names of the survivors belonging to this Company.

Company D.—Sared—Sergeants Wochan, Harper, Duncan; Corporals Crawford, Trask Delly, Privates McBride, Higgins, Bart, Cross, Gardner, Fisher, Dancan, Marshall, Bower, Healy Murphy, Offara, Rice, Dulliny, Power, Wiseman, Adems, Coatello, Miller 1st, Hart, Lilly, Steeper, Belton, Eldridge Sargtz, McLoughia, Dwyer, Fay; Privates Delsny, Bulger, Artheor Cony, Privates Simmed,